



TC:3600

(A) Identification page(s): 1 page.

Applicant's name: Henri Duong

Application no. 10/725,226

Filing date: 12/01/2003

Title of the invention: Back driving automatic brake system & Automatic braking system for equipping in all vehicles, airplanes, ships..

Name of Examiner: Robert A. Siconofli

Art Unit: 3683

Title of the paper: Appeal Brief

(B) Table of Contents page(s): 28 pages.

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(A) Identification page(s): 1 page.

(B) Table of Contents page(s): 28 pages.

(C) Real party in interest page(s): 1 page.

(D) Related appeals and interferences page(s): 1 page.

(E) Status of claims page(s): 1 page.

(F) Status of amendment page(s): 1 page.

(G) Summary of claimed subject matter page(s): 7 pages.

(H) Grounds of rejection to be reviewed on appeal page(s): 2 pages.

(I) Argument page(s): 2 pages.

(J) Claims appendix page(s): 9 pages.

(K) Evidence appendix page(s): "none".

(L) Related proceedings appendix page(s): "none".

(C) Real party in interest page(s): 1 page.

Applicant's name: Henri Duong

Name of Examiner: Robert A. Siconofli

And a Court/the Board

(D) Related appeals and interferences page(s): 1 page.

Appellant states that this Appeal Brief is related to Notices of Appeal filed on 04/11/07 and under Application no. 10/725,226 filing date: 12/01/2003.

(E) Status of claims page(s): 1 page.

Appellant states that claims 1-3 are being appealed while claims 4-13 were not entered in this application after final rejection and are not under appeal.

(F) Status of amendment page(s): 1 page.

Appellant states that the status of all amendments filed after the final rejection of 12/30/2005 so the after final amendments filed for claims 4-13 have not been entered by the examiner.

(G) Summary of claimed subject matter page(s): 7 pages.

CLAIMS

Claims 4-13 were not entered in this application after final rejection and are not under appeal.

Claim 1 (which refers to specification in the application by reference characters [0052] paragraph on pages no. 3, 4 and [0039] drawing on page no. 3

What I claim as my invention is : Detectable automatic braking device is invented for equipping in all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships and others comprising sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction that sensor(s)/radar(s) sending information to switch braking unit on to brake the motor-vehicle/transportation automatically to stop its running once obstruction being detected grounds, and a (third) front radar/sensor equipping on/in motor vehicle to detect sounding sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar/sensor that driver lowering motor vehicle speed to avert automatic braking grounds.

Claim 2 (which refers to specification in the application by reference characters [0053] to [0073] paragraphs on pages no. 4-8 and [0009] to [0050] drawings on pages no. 2-3

What I claim as my invention is : Detectable automatic braking device for

equipping in all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships and others comprising sensor(s)/radar(s) or detectable devices are installed therein using to detect and respond by detected result to braking unit to perform automatic braking action, installing in Detectable automatic braking device comprising sensor(s)/radar(s), automatic water switch, one of the automatic braking units (triangle, Du, Duo to Duo-I), braking & locking device, automatic releasing device, automatic safety system, automatic lower speed system, automatic braking pedal and necessary parts for making up the operative device(s) grounds, including:

- detectable automatic braking device referring to claim 2, wherein comprising using sensors or any other wire/wireless detectable devices; radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras or similarity having heating effect against snow grounds, braking by pressing or pulling action using their main parts therein or movement of any other equipments/instruments having braking effect; using movement by motor, by air, by wind, by spring, by energy, power of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils or similarity grounds, braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, braking positions against extra brake outlets grounds, and automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal and/or new pedals with rubber boot and safety covers grounds,

- detectable automatic braking device referring to claim 2, wherein automatic water switch comprising automatic water switch being equipped to be connected by raining water between electric wires of second front sensor of motor vehicle for detecting at a longer distance to earlier stop motor vehicle running on wet and automatic braking unit, drying water by wind to extinguish the function of second

sensor/radar after raining over grounds,

- detectable automatic braking device referring to claim 2, wherein using sensor(s)/radar(s) comprising small sensor(s)/radar(s) or detectable devices equipping at both sides of a motor vehicle to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running motor vehicle extremely approaching each other grounds, and extra sensors/ radars or detectable devices equipping on right & left mirrors of motor vehicle comprising for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear motor vehicle being detected by sensor/radar at a distance while signal lamp being on grounds,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/automatic braking pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake to be released by switch device and spring force grounds, of triangle wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s)/detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/automatic braking pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake to be released by driver's button and spring force grounds, of "Duo" triangle wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/automatic braking pedal to

brake, braking locked by lock device of motor to bracket arm of wheel, brake to be released by driver's button and rewind spring or using double spinning motor grounds, of "Du" triangle wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake to be released by driver's button and rewind spring or using double spinning motor grounds, of "Duo-A" round wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake to be released by driver's contact and spring force grounds, of "Duo-a" round wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor; its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, to be released by driver's button and slotted spindle spring force or spring linked to frame grounds, of "Duo-B" screw & unscrew structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, to be released by driver's button

and spring force grounds, of “Duo-C” axis-gear structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and to be released by driver’s button using revert spring force at back spin grounds, of “Duo-D” extra outlet structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame, on which an extra outlet with hose, connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device and to be released by driver’s contact grounds, of “Duo-E” moving frame structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, to be released by driver’s button and spring force grounds, of “Duo-F” bracket drive structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s)/detectable device(s) automatically reacting motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, to be released by driver’s button and rewind spring grounds, of “Duo-G” direct spin structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or

detectable device(s) automatically reacting motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, to be released by driver's button and rewind spring grounds, of "Duo-H" oval wheel structure, and/or

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, to be released by driver's button and rewind spring grounds, of "Duo-I" hexagonal wheel structure,

- detectable automatic braking device referring to claim 2, wherein braking and locking device comprising switch turning brake motor off prior to braking and locking, lock device; comprising a bracket being pushed over edge point of a bar/rod under spring force be blockaded in device and releasing by cable drawing opposite side of rod of lock device grounds, and brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force grounds,

- detectable automatic braking device referring to claim 2, wherein automatic releasing device once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free grounds,

- detectable automatic braking device referring to claim 2, wherein automatic safety system comprising color signal sonorous lamp or recorded message being "on" showing to driver while entire braking system being "off", driver switching off the entire system by a driver's contact when necessary or driver finding impossible to

balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow grounds,

- detectable automatic braking device referring to claim 2, wherein automatic lower speed system once obstruction being detected, comprising third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower motor vehicle speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic grounds,

- detectable automatic braking device referring to claim 1, 2 and 3 in these documents including the original elements, composition, function, structures, process of making, contents, illustrations, production, installation, connection, comprising operating the invention in transportation separately and/or in combination during running, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals of the invention to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Claim 3 (which refers to specification in the application by reference characters

[0074] paragraph on page no. 8 and [0051] drawing on page no. 3

What I claim as my invention is : Automatic stop lamp device for traffic light comprising extra lamp(s) is equipped for traffic light at a position to focus its beam at lighting limit zone on red to stop motor vehicles advancing on red that its beam having capacity to react the operation of Detectable automatic braking device of sensor(s)/radar(s) on/in front motor vehicles/transportations.

(H) Grounds of rejection to be reviewed on appeal page(s): 2 pages.

DETAILED ACTION

1. Claim rejections - 35 USC 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

- Appellant's claims 1-3 are reorganized to recite pointing out and distinctly enough claiming the subject matter as the applicant's invention in the claims.

2. Claims 1-3 are rejected as failing to define the invention in the manner required by 35 USC 112, second paragraph. The structure which goes to make up the device must be clearly and positively specified. The structure must be organized and correlated in such a manner as to present a complete operative device. The claim(s) must be in one sentence form only.

- Appellant's claims 1-3 recite the structure has been reorganized and correlated to present a complete operative device as clearly cited in claims 1, 3 and claim 2 as "Detectable automatic braking device for equipping in all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships and others comprising sensor(s)/radar(s) or detectable devices are installed therein using to detect and respond by detected result to braking unit to perform automatic braking action, installing in Detectable automatic braking device comprising sensor(s)/radar(s), automatic water switch, one of the automatic braking units (triangle, Du, Duo to Duo-I), braking & locking device, automatic releasing device, automatic safety system, automatic lower speed system, automatic braking pedal and necessary parts for making up the operative device(s) grounds, including:.."

3. Note: the use of "etc" is prohibited, claims should not refer to figures nor should they depend from themselves.

- Appellant's claims 1-3 in which words; "etc" and "figures" were removed as instructed.

4. This action is made final..

5. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Robert A. Siconolfi whose telephone number is 571-272-7124..

(I) Argument page(s): 2 pages.

DETAILED ACTION

1. Claim rejections - 35 USC 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

- Appellant's claims 1-3 are reorganized to recite pointing out and distinctly enough claiming the subject matter as the applicant's invention in the claims.

2. Claims 1-3 are rejected as failing to define the invention in the manner required by 35 USC 112, second paragraph. The structure which goes to make up the device must be clearly and positively specified. The structure must be organized and correlated in such a manner as to present a complete operative device. The claim(s) must be in one sentence form only.

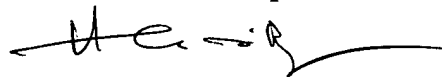
- Appellant's claims 1-3 recite the structure has been reorganized and correlated to present a complete operative device as clearly cited in claims 1, 3 and claim 2 as "Detectable automatic braking device for equipping in all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships and others comprising sensor(s)/radar(s) or detectable devices are installed therein using to detect and respond by detected result to braking unit to perform automatic braking action, installing in Detectable automatic braking device comprising sensor(s)/radar(s), automatic water switch, one of the automatic braking units (triangle, Du, Duo to Duo-I), braking & locking device, automatic releasing device, automatic safety system, automatic lower speed system, automatic braking pedal and necessary parts for making up the operative device(s) grounds, including..."

3. Note: the use of "etc" is prohibited, claims should not refer to "figures" nor should they depend from themselves.

- Appellant's claims 1-3 in which words; "etc" and "figures" were removed, the words as "comprising, grounds", repeated certain words and a phrase; "comprising operating the invention in transportation separately and/or in combination during running" in claim 2 considered as non new subject matter are cited in the claims for better protection of the invention as it should be.

4. This action is made final..

5. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Robert A. Siconolfi whose telephone number is 571-272-7124..



(J) Claims appendix page(s): 9 pages.

CLAIMS

Claims 4-13 were not entered in this application after final rejection and are not under appeal.

Claim 1 (which refers to specification in the application by reference characters [0052] paragraph on pages no. 3, 4 and [0039] drawing on page no. 3

What I claim as my invention is : Detectable automatic braking device is invented for equipping in all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships and others comprising sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction that sensor(s)/radar(s) sending information to switch braking unit on to brake the motor-vehicle/transportation automatically to stop its running once obstruction being detected grounds, and a (third) front radar/sensor equipping on/in motor vehicle to detect sounding sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar/sensor that driver lowering motor vehicle speed to avert automatic braking grounds.

Claim 2 (which refers to specification in the application by reference characters [0053] to [0073] paragraphs on pages no. 4-8 and [0009] to [0050] drawings on pages no. 2-3

What I claim as my invention is : Detectable automatic braking device for equipping in all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships and others comprising sensor(s)/ radar(s) or detectable devices are installed therein using to detect and respond by detected result to braking unit to perform automatic braking action, installing in Detectable automatic braking device comprising sensor(s)/radar(s), automatic water switch, one of the automatic braking units (triangle, Du, Duo to Duo-I), braking & locking device, automatic releasing device, automatic safety system, automatic lower speed system, automatic braking pedal and necessary parts for making up the operative device(s) grounds, including:

- detectable automatic braking device referring to claim 2, wherein comprising using sensors or any other wire/wireless detectable devices; radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras or similarity having heating effect against snow grounds, braking by pressing or pulling action using their main parts therein or movement of any other equipments/instruments having braking effect; using movement by motor, by air, by wind, by spring, by energy, power of air hydraulic/oxygen (unit), of air/liquid pump,

of cylinder as nut & piston as bolt with induction coils or similarity grounds, braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, braking positions against extra brake outlets grounds, and automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal and/or new pedals with rubber boot and safety covers grounds,

- detectable automatic braking device referring to claim 2, wherein automatic water switch comprising automatic water switch being equipped to be connected by raining water between electric wires of second front sensor of motor vehicle for detecting at a longer distance to earlier stop motor vehicle running on wet and automatic braking unit, drying water by wind to extinguish the function of second sensor/radar after raining over grounds,

- detectable automatic braking device referring to claim 2, wherein using sensor(s)/radar(s) comprising small sensor(s)/radar(s) or detectable devices equipping at both sides of a motor vehicle to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running motor vehicle extremely approaching each other grounds, and extra sensors/ radars or detectable devices equipping on right & left mirrors of motor vehicle comprising for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear motor vehicle being detected by sensor/ radar at a distance while signal lamp being on grounds,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/automatic braking pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake to be released by switch device and spring force grounds, of triangle wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/automatic braking pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake to be released by driver's button and spring force grounds, of "Duo" triangle wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/automatic braking pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake to be released by driver's button and rewind spring or using double spinning motor grounds, of "Du" triangle wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic

braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake to be released by driver's button and rewind spring or using double spinning motor grounds, of "Duo-A" round wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake to be released by driver's contact and spring force grounds, of "Duo-a" round wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor; its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, to be released by driver's button and slotted spindle spring force or spring linked to frame grounds, of "Duo-B" screw & unscrew structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet

of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, to be released by driver's button and spring force grounds, of "Duo-C" axis-gear structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and to be released by driver's button using revert spring force at back spin grounds, of "Duo-D" extra outlet structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame, on which an extra outlet with hose, connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device and to be released by driver's contact grounds, of "Duo-E" moving frame structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, to be released by

driver's button and spring force grounds, of "Duo-F" bracket drive structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s)/detectable device(s) automatically reacting motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, to be released by

driver's button and rewind spring grounds, of "Duo-G" direct spin structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, to be released by driver's button and rewind spring grounds, of "Duo-H" oval wheel structure, and/or

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, to be released by driver's button and rewind spring grounds, of "Duo-I" hexagonal wheel structure,

- detectable automatic braking device referring to claim 2, wherein braking and locking device comprising switch turning brake motor off prior to braking and locking, lock device; comprising a bracket being pushed over edge point of a bar/rod under spring force be blockaded in device and releasing by cable drawing opposite

side of rod of lock device grounds, and brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force grounds,

- detectable automatic braking device referring to claim 2, wherein automatic releasing device once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free grounds,

- detectable automatic braking device referring to claim 2, wherein automatic safety system comprising color signal sonorous lamp or recorded message being "on" showing to driver while entire braking system being "off", driver switching off the entire system by a driver's contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow grounds,

- detectable automatic braking device referring to claim 2, wherein automatic lower speed system once obstruction being detected, comprising third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower motor vehicle speed safely at a longer distance, or using a second braking unit without lock for third

sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic grounds,

- detectable automatic braking device referring to claim 1, 2 and 3 in these documents including the original elements, composition, function, structures, process of making, contents, illustrations, production, installation, connection, comprising operating the invention in transportation separately and/or in combination during running, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals of the invention to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Claim 3 (which refers to specification in the application by reference characters

[0074] paragraph on page no. 8 and [0051] drawing on page no. 3

What I claim as my invention is : Automatic stop lamp device for traffic light comprising extra lamp(s) is equipped for traffic light at a position to focus its beam at lighting limit zone on red to stop motor vehicles advancing on red that its beam having capacity to react the operation of Detectable automatic braking device of sensor(s)/radar(s) on/in front motor vehicles/transportations.

(K) Evidence appendix page(s): "none".

(L) Related proceedings appendix page(s): "none".



CLAIMS

Claim 1

What I claim as my invention is : Detectable automatic braking device is invented for equipping in all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships and others comprising sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction that sensor(s)/radar(s) sending information to switch braking unit on to brake the motor-vehicle/transportation automatically to stop its running once obstruction being detected grounds, and a (third) front radar/sensor equipping on/in motor vehicle to detect sounding sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar/sensor that driver lowering motor vehicle speed to avert automatic braking grounds.

Claim 2

What I claim as my invention is : Detectable automatic braking device for equipping in all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships and others comprising sensor(s)/radar(s) or detectable devices are installed therein using to detect and respond by detected result to braking unit to perform automatic braking action, installing in Detectable automatic braking device comprising sensor(s)/radar(s), automatic water switch, one of the automatic braking units (triangle, Du, Duo to Duo-I), braking & locking device, automatic releasing device, automatic safety system, automatic lower speed system, automatic braking pedal and necessary parts for making up the operative device(s) grounds, including:

- detectable automatic braking device referring to claim 2, wherein comprising using sensors or any other wire/wireless detectable devices; radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras or similarity having heating effect against snow grounds, braking by pressing or pulling action using their main parts therein or movement of any other equipments/instruments having braking effect; using movement by motor, by air, by wind, by spring, by energy, power of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils or similarity grounds, braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, braking positions against extra brake outlets grounds, and automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal and/or new pedals with rubber boot and safety covers grounds,

- detectable automatic braking device referring to claim 2, wherein automatic water switch comprising automatic water switch being equipped to be connected by raining water between electric wires of second front sensor of motor vehicle for detecting at a longer distance to earlier stop motor vehicle running on wet and automatic braking unit, drying water by wind to extinguish the function of second sensor/radar after raining over grounds,

- detectable automatic braking device referring to claim 2, wherein using sensor(s)/radar(s) comprising small sensor(s)/radar(s) or detectable devices equipping at both sides of a motor vehicle to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running motor vehicle extremely approaching each other grounds, and extra sensors/radars or detectable devices equipping on right & left mirrors of motor vehicle comprising for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear motor vehicle being detected by sensor/ radar at a distance while signal lamp being on grounds,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/automatic braking pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake to be released by switch device and spring force grounds, of triangle wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/automatic braking pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake to be released by driver's button and spring force grounds, of "Duo" triangle wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/automatic braking pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake to be released by driver's button and rewind spring or using double spinning motor grounds, of "Du" triangle wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake to be released by driver's button and rewind spring or using double spinning motor grounds, of

“Duo-A” round wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake to be released by driver’s contact and spring force grounds, of “Duo-a” round wheel structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor; its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, to be released by driver’s button and slotted spindle spring force or spring linked to frame grounds, of “Duo-B” screw & unscrew structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, to be released by driver’s button and spring force grounds, of “Duo-C” axis-gear structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and to be released by driver’s button using revert spring force at back spin grounds, of “Duo-D” extra outlet structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame, on which an extra outlet with hose, connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device and to be released by driver’s contact grounds, of “Duo-E” moving frame structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, to be released by driver’s button and spring force grounds, of “Duo-F” bracket drive structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s)/detectable device(s) automatically reacting motor to rotate its bar pressing on pedal

part to brake, inner wheel locked by lock device inside motor during braking, to be released by driver's button and rewind spring grounds, of "Duo-G" direct spin structure,

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, to be released by driver's button and rewind spring grounds, of "Duo-H" oval wheel structure, and/or

- detectable automatic braking device referring to claim 2, wherein automatic braking unit; once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, to be released by driver's button and rewind spring grounds, of "Duo-I" hexagonal wheel structure,

- detectable automatic braking device referring to claim 2, wherein braking and locking device comprising switch turning brake motor off prior to braking and locking, lock device; comprising a bracket being pushed over edge point of a bar/rod under spring force be blockaded in device and releasing by cable drawing opposite side of rod of lock device grounds, and brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force grounds,

- detectable automatic braking device referring to claim 2, wherein automatic releasing device once obstruction being detected, comprising sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free grounds,

- detectable automatic braking device referring to claim 2, wherein automatic safety system comprising color signal sonorous lamp or recorded message being "on" showing to driver while entire braking system being "off", driver switching off the entire system by a driver's contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow grounds,

- detectable automatic braking device referring to claim 2, wherein automatic lower speed system once obstruction being detected, comprising third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower motor vehicle speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic grounds,

- detectable automatic braking device referring to claim 1, 2 and 3 in these documents including the original elements, composition, function, structures, process of making, contents, illustrations, production, installation, connection, comprising operating the invention in transportation separately and/or in combination during running, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals of the invention to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Claim 3

What I claim as my invention is : Automatic stop lamp device for traffic light comprising extra lamp(s) is equipped for traffic light at a position to focus its beam at lighting limit zone on red to stop motor vehicles advancing on red that its beam having capacity to react the operation of Detectable automatic braking device of sensor(s)/radar(s) on/in front motor vehicles/transportations.